HAYES DEFENDED BY A DEMOCRAT,

The A. B. C. of Civil Service Reform-New Light on Mr. Hayes's Policy-Is it Civil Service Reform?

CAPE MAY, July 16 .- What means the word reform? Improvement, What means civil service reform? Clearly the improvement of the civil service. The question, therefore, is simply, Has Mr. Hayes improved our civil service? Not whether he may, or shall, or will; not whether he means to; not whether he is right or wrong, sincere or insincere, patriotic or hypocritical in his professed deaire, but simply, Has Mr. Hayes improved our civil service?

A Republican of considerable intelligence, as well as influence, told me within the last hour that Mr. Hayes was determined to and would ruin the Republican party by his "policy" of reforming the civil service. This question, therefore, Is plainly, Will Mr. Hayes ruin | civil service there. the Republican party? Of course, as Republican leaders assert that this ruin will result from the "reform," we can assume the assertion to be false if it is shown that there is not only no real reform, but, practically, scarcely a change in our civil service, so far as principles or measures are concerned, from the former regime.

And this I mean to show. And thus as it was under Grant,

Now for facts. Where has Mr. Hayes improved the civil service? Let me first speak of my own city and State, and of my own, actual knowledge.

Mr. Hayes has not removed a single official in St. Louis, or in Missouri, who was appointed by Grant. He has not made the slightest change. Everything of the party as in fee simple. This Post-master's name is Filley. Filley is a member of the Republican National Ex-ecutive Committee; has enough village postmasters in the State Committee to be its absolute "boss;" has enough em-ployees of the Post Office in the local committee to have absolute control of the city organization in St. Louis, where scarcely any nomination can be made without his assent. Now, do you think this is magnified? I assure you it is rather short of the truth. Nor have I the least feeling against Mr. Filley. On the contrary, I believe him to make an efficient Postmaster. But to illustrate Mr. Hayes's idea of reforming the civil service it is perfectly proper to state facts and truths, and it is an undeniable truth that in all the United States there is not a Post Office more thoroughly prostituted for partisan service than the one in St. Louis: not a Postmaster who is a more energetic, skillful, and practical engineer of machine politics than Mr. Filley, nor a person who wields a more compact control of the whole party machine of

When, about a year ago, the time ap

proached for the election of delegates to the Cincinnati Convention, Republican sentiment in Missouri was divided between Blaine and Bristow, with a large majority in favor of the former. In the whole State there was but one person known to be in favor of Mr. Morton's nomination, and that was Mr. Postmaster Filley. The two most influential and conspicuous Republican leaders in the State were Gen. John B. Henderson and G. A. Finkelaburg. They had been, successively the party's last two candidates for Governor; they are even by Democrats esteemed for their high honor and pure character. Gen. Henderson had served with great distinction in the Senate of the United States for nearly ten years, and deliberately threw away another term of six years rather than vote against his independent conviction in the Johnson impeachment Mr. Finkelnburg, though still a young man, served four years in Congress, could have been reelected as often as he pleased, but declined, and is by far the strongest German in his party and in his State. Gen. Henderson is doubtless the ablest of all the public men in Missouri, and, but for the lack of opportunity would be nationally known as a great man; Mr. Finkelnburg has, in point of purity of character, no superior in our State. These leaders were, I repeat divided between Blaine and Bristow, and so were all the politicians, and so were all the rank and file of the party in the State, and so were all the Republican papers in St. Louis. But though divided as to their first choice, they were all op-posed to Morton. Nobody was for Mr. Morton except Mr. Filley, and, of course, his Post Office brigade. Yet, when the primaries were held, the Post Office crowd, under Mr. Filley's generalship, succeeded in packing every single meeting, and Mr. Filley triumphantly telegraphed to Mr. Morton that "his delegates" had carried every ward in St Louis! And this was done; mark you against the vigorous warning of all the Republican papers, and against the most overwhelming Republican sentiment in favor of Blaine and Bristow. And when the Republican State Convention as-sembled, Mr. Filley openly assumed the command, and his letter carriers and village postmasters voted down the name of Mr. Finkelnburg as a delegate from his own district, defeated the election of Gen. Henderson as a delegate at large, and secured the election of a delegation favorable to Morton. Then Filley put himself boldly at its head, and went to Cincinnati to assist finally in the nomi-

lieving that Mr. Hayes means what he Secretary of the Treasury, who is a member of the same committee, not to accept it. Yet when nearly every respectable Republican in St. Louis, and the leading Republican papers demand a change in the Post Office, when Mr. Filley but recently boasted openly of his success as the manager of the party machine, he is still Postmaster of St. Louis, member of the Republican Na-tional Committee, and proprietor of the State as well as city committees. I make no deductions, but simply state facts. I leave comments to others. Mr. Hayes has not improved the civil service in St. Louis, that is certain. And as he has made no changes whatever in the whole State, he must be acquitted of the charge of ruining the Republican party there. Where has he improved the civil service? Certainly not in New Orleans, where Madison Wells, indicted for for-gery, fraud and crime, is United States erveyor of the Port; where Anderson, the other infamous Returning Board rascal who stole the Presidency for Hayes, is the silent partner in spoils of the Col-

Yet, when this same Mr. Filley, be-

nation of Mr. Hayes.

lector of the Port, Mr. King, appointed by Mr. Hayes at Anderson's request; where "Jack" Wharton, a notorious blackleg and chief accomplice in stealing the electoral vote of Louisiana for Hayes, was appointed by the latter United States Marshal. Surely Mr. Hayes must be ac-quitted of the charge of reforming the

party there.

Perhaps it is in Florida that he has improved the civil service. Certainly he has not proved himself ungrateful to the scoundrels who stole the electoral vote of this State. Every one of them was appointed to some Federal office. Stearns the last carpet-bag Governor, and a most notorious villain, received a very good berth on the commission to examine the land claims at Hot Springs, Arkansas. It was one of the first appointments of Mr. Hayes. McLin, the negro member of the Florida Returning Board, was made a Judge of the Supreme Court of New Mexico. The other man who acted on the Returning Board, as well as the penitentiary convict who acted as a fraud-

ulent elector, and cast the 185th vote, also hold positions in the service of the United States. So Mr. Hayes must be acquitted of the charge of reforming the Has he improved it in South Carolina? Scarcely. He appointed to the most important position in the State, that of U S. District Attorney, one of the most infamous carpet-baggers, and one who did more to accomplish the theft of the elec-toral vote of this State than anybody else except Chamberlain.

In Baltimore? He removed a Collec-tor for whose character Mr, Hayes, to use his own written language, entertainmean to defend Mr. Hayes from the charges of violent Republicans. Surely in the State. In Toledo? He removed the cannot seek the ruin of his party, if, Postmaster Dowling against the most corrupt newspaper and ring in the State. In Toledo? He removed the cannot seek the ruin of his party, if, Postmaster Dowling against the most emphatic protest of the population and ed the "highest regard," simply to gratiof nearly every merchant of Toledo, against the protest of the Postmas er-General himself—to appoint, well, who? A Mr. Reed. And what were Mr. Reed's claims? They were two fold. He has a paper in Toledo, and his brother has one in Cincinnati. Surely no one will hesi-tate to acquit Mr. Hayes of the charge of reforming the civil service there.

Where has he improved it? Not in made the slightest change. Everything | Cincinnati; not in Chicago; not in Milis exactly as it was during the days of | waukee; not in Detroit; for there has been Grant. The Postmaster of St. Louis scarcely any change in these places. And owns the whole organization or machine as there can be no reform or improvement without a change, Mr. Hayes must here, too, be acquitted of the charge brought against him. I am not aware that a single Federal official has been changed in the great city of New York. And in Philadelphia, Mr. Tutton, who was originally appointed by Grant him-self for questionable services at the Babcock trial, is still Collector, and in Boston the head of the Custom House is still Collector Simmons, against whose appointment by Grant the whole press and he whole Congressional delegation from Massachusetts, except Ben. Butler, protested.

Is the reform in our representation abroad? Washburne is the best of the lot. He has been removed to give way to Noyes, who is of Hayes's state, and is said to be, by those who know him best, a man utterly unfit for the position—a political blatherskite of low tastes, vulgar instincts, little ability and still less character. There is no improvement here. Pierrepont, however, whose flunkeyism makes his further stay in London a disgrace to the republic that control of the whole party machine of his own State than this same Postmaster.

tained in the face of the scandalous fact, Numerous striking examples could be furnished if they were necessary, but I confine myself to one, and select this on account of the humorous light it casts upon machine politics, and because it upon machine politics, and because it in in the face of the scandard for conceded by the friends of Mr. Hayes, that Pierrepont, during the last canvass, sent a draft of \$10,000 for election purposes to Mr. Hayes directly. So there is no improvement here. Kasson, whose reputation for private as well as political character, is very bad in his own State and who could not be re-elected in his own district, is sent as Minister to Vienna. Certainly no improvement there. And unless the improvement of our civil service is found in the appointment of Mr. Hayes's private secretary as Consul at Frankfort, or Mr. Hayes's friend Com-iy, the editor of the paper in Columbus, most fulsome in its puffery of the acting President, who draws the large salary as special embas-ador of the United States to the Sandwich Islands, though he stays in Washington. Mr. Hayes must be acquitted on this head, too.

> Where, then, has he improved it? The cho is-where? In Washington? his Cabinet? Conceding all they claim for the two rhetorical and ornamental members of the Cabinet, is there much of an improvement in the Cabinet as a whole? Is there an intellgent and unwhole? Is there an inteligent and un-prejudiced political observer who must not doubt, yea, deny, the political hon-esty of John Sherman? I have never heard of even a friend of his who would dare assert that John Sherman was an honest man. Or Mr. McCormick, next in charge of the Treasury-is this an improvement? What is the difference between the civil service under Grant, when Chandler acted as Chairman of the National Committee, though a member of the Cabinet, and the civil service un-der Mr. Hayes? To-day Mr. McCormick is acting member of the Cabinet, and in charge of the most important department of the Government. To-day he is also member, secretary and manager of the National Republican Committee. And Mr. Hayes has officially declared that these two positions are not at all incompatible, and ordered Mr. McCormick not to resign his position on the committee And this is called civil service reform Devens, Key, McCrary and Thompson are, of course, mediocrities who dance to the rhetorical reform whistle of their two ornamental as well as eloquent associates. Now, by the way can it be called a real reform to put a country lawyer from Keckuk, Iowa, at the head of the War Department, and another country lawyer from Terre Haute, who neversaw a larger boat than those on the Wabash river, at the head of the navy. If civil service reform means the discharge of most important duties without the least understanding of them, without the least experience or fitness, then Mr. Hayes has succeeded in effecting it. If the virtual control of a department by Grant's last Postmaster General, while Mr. Key's name serves as a figure-head, and he himself as secret recruiting agent for "rebel" enlistments be an improvement,

ed it. Not otherwise. says, tenders his resignation as a member of the Republican National Committee, Mr. Hayes orders his assistant ples nor in measures, if neither in the Cabinet nor in the Custom Houseswhere? The answer is clear in my mind Mr. Hayes has reformed the civil service -on paper. On paper, by circular orders, interviews, the telegraph, and the amiable Associated Press agents at Washington-whose daily reformatory and puffatory effusions suggest the question whether they are paid out of the United States Treasury, by the present Adminis-tration, instead of the Press Association, the Government is gloriously and daily reformed. But I fear only on paper. In practice there is certainly no change perceptible. And it is no new but an old practice in rulers, rhetoricians and demagogues to profess and promise one thing and practice another. But measured by practice and not promises, deeds and not words, Mr. Hayes carnot be rightly ac-cused of seeking the ruin of his party by his policy of "civil service reform." To vindicate him from this charge of Republican malcontents was the generous object of this letter.

JOSEPH PULITZER.

then Mr. Hayes has certainly accomplish-

POSTPONING RESUMPTION.

An act of Congress, passed Jan. 14, 1875, provides that specie payments sh. Il be resumed by the government of the United States on Jan. 1, 1879.

At a meeting of the Cincinnati Cham-ber of Commerce last Saturday, after a a speech by Deacon Richard Smith, resolutions were passed urging a postponement of resumption beyond the date fixed in the act. This has brought up the question of resumption afresh, and the public journals are earnestly engaged in its discussion.

If the Administration policy of large expenditures in subsidies and internal improvements is to be carried out, and if we are also to be involved, as now looks probable, in a war with Mexico, people need not trouble themselves about resumption. It is not likely to come in our day or generation.

Some of the ablest men in the country,

who were for a long time in doubt how they should vote at the last Presidential election, finally, at a late day, gave in their adhession to Mr. Hayes because they thought him to be more positively in favor of resumption than Mr. Tilden. But what does last year's individual advocacy of resumption on the part of Mr. Hayes amount to, so long as he now pursues a policy which makes resumption impossible?

Large subsidies, liberal appropriations for internal improvements, a new war debt: verily these and resumption do not go together?

GENERAL BELKNAP is said to be the promoter of the charges which have been made against General Hazan, and which were sprung just at this time in order to revoke his order to go to Russia as mili-tary agent for the United States at the seat of war. Belknap is now in Wash-ington for the purpose of pushing the charges, as he desires to get his little vengeance out of General Hazen, who was instrumental in causing the disgraceful conduct of the ex-Secretary to be brought to light. We should think a man who came so near losing his scalp in man who cameso hear losing the scalp to Washington, as Belknap, would be the last one to go there to injure an honorable soldier's reputation. There is, however, no sounding the cheek of some

The number of persons who met their death by the St. John fire is yet uncer-tain. Eighteen persons at least died sud-den deaths in connection with the fire. Out of these only eight were taken to the dead house, and only two inquests were held, the coroner deeming it unnecessary to hold inquests in the other cases.

LEGAL.

SHERIFF SALE.

Philip Ohliger et al vs Christian Kramer's heirs et al. et al.

By virtue of an order to sell issued from the court of common pleas of Stark county, Ohio and to me directed I will offer for sale at public outcry at the door of the court house, in the city of Carteson

Saturday, the 18th day of August, 1877. The following described real estate situate in said county, to-wit: Lot number twenty-two (22) in the city of Canton, except a strip six feet wide of the south side thereof.

Appraised at \$1890.

Sale to commence at one o'clock p. m. Terms one-third cash, the balance in two equal annual payments, with interest from day of sale, secured by mortgage on the premises.

Juli9-gw J. P. RAUCH, Sheriff.

SHERIFF SALE.

Joseph Geisinger vs Wallick & Gray et al. By virtue of a vendi exponas issued from the court of common pleas of Stark county, Ohlo, and to me directed, I will offer for sale at public outers at the door of the court house, in the city of Canton, on

Saturday, the 18th day of August, 1877, the following described real estate situate in said county, to-wit: The interest of Jerome B. Crevolsle in the following described real estate in Stark county to-wit: East part of the southeast quarter of section 2, township 19, and range 7, containing 10 acres of land, more or less, also lot number 130 in Conrad's addition to Louisville, Stark county, Ohio.

Appraised as follows—The 50 acres of land at \$4200; jot No. 130 at \$1100.

Sale to commence at one o'clock p. m. Terms J. P. RAUCH, Sheriff.

SHERIFF SALE. John G. Lais va Frank P. Lamont et al.

By virtue of anjorder to sell, issued from the court of common pleas of Stark county, Ohio, and to me directed, I will offer for sale at public outery at the door of the court house, in the city of Can-ton on

Saturday the 18th day of August, 1877, the following described real estate situate in said county, to-wit: Lot number one hundred and sixty and the south half of iot number one hundred and fifty nine (159) in the city of Massilon Ohio, fronting on Mill street in the 1st Ward in Appraised at \$3100.

Sale to commence at one o'clock p. m. Terms J. P. RAUCH, Sheriff.

LIVERY.

UNION LIVERY (Crevoisie's Lot, Fifth Street) E. ERNST, - Proprietor.

WE HAVE THE FINEST "RIGS" IN THE W City, all being new, and good horses. Con-veyances to let on reasonable terms, with or with-outdriver

ALL ARE INTERESTED In gaining a knowledge of the fact, that the

ROCHESTER HOUSE AT NAVARRE, OHIO, Is the pleasantest place to stop. horoughly refitted and the best of accommo dations. Livery and Samole room attached. Terms easy. Boarding by day or week.

ORLANDO SMITH, Prop HAIR BALSAM.

-D K $\overline{\varphi}$ RS HAH

SPECIAL NOTICES,

A FEW WORDS OF WISDOM

"For all who are seeking new homes in the West, If you are going to change your location, by all means you should keep on about the "same latifiede" as where you formerty lived, for in this way you will escape the severe climatic changes in the weather incident to the extreme North or South, having none of these things to contend with, yourself and family are healthy and you become a producer at once, consequently soon independent; on the other hand should you listen to the many glowing accounts of the sunny South, or the mild climate of the North, and thus be induced to try your fortunes there, you will find the reality is not all your fancy painted it. If you go South it usually takes about two years to get acclimated to the climate, during which time, not being able to work, yourself and family are consumers, besides being constantly exposed to the malerial favers waich account there, and the experience of many is that they return discouraged, leaving not a few loved once beneath the and in the sunny South. Therefore, in going West keep on about the same latitude which will insure health and happiness. There are most excellent lands in Northern Missouri on the line of the Hammbal & St. Jo. R. B., and in Kansas, Nehraska and Colorado, "just as cheap and good as the sun ever shows upon," why not accept a certainty rather than run the risk of losing all? Through day and sleeping cars are run from Toledo, Oho, via the Wabsah By and quincy to St. Jo., Atchison and Kansas City, and from Chicago via Chicago, Burlington & Quincy R. R., whereby all are furnished first class accommodations.

Send for map and time table to J. A. S. Reed, 69 Clark street, Chicago, C. W. Boardman, Decatur, Ill., or

T. PENFIELD, G. P. & T. A., ju21-6m A PEW WORDS OF WISDOM

T. PENFIELD, G. P. & T. A., Hannibal, Mo.

TO TOURISTS.

No portion of the continent of America presents so much of grandeur, beauty and marvelous interest to the Tourist as the famons Rocky Mountain region of Eastern Colorado, in the vicinity of the beautiful City of Denver. The magnificence of the mountain scenery is equaled only by that of Switzerland, and many Tourists from abroad have pronounced Colorado scenery superior to even that of the Alps. The popular resorts in the mountains, famed alike for the grand surroundings and their magical waters, are daily becoming recognized as the scer delivery of the fast, are going to spend the summer in the grand old Rocky Mountains amid its charming parks, majestic suow-clad peaks, grand canons, clear sky and magic atmosphere. The popular Kansas Pacific Railway, with its steel rails and automatic air brakes, is the favorite Tourist Route, and the only line running Pullman cars from Kansas City to Denver, Low round trip rates from all Eastern cities. Descriptive Tourist Cicculars, Maps and Guides seni free, upon application to the General Passenger Agent Kansas Pacific Bailway, Kansas City, Mo. Kansas Pacific Railway, Kansas City, Mo.

PARKER'S GINGER TONIC.

The most useful medicius ever presented to the public. This active and efficient remedy is the certain cure for Diarrhoes, Dysentery, Choiera Morbus, Cramps, Colic, Dyspopsis, Sour Stomach, Heartburn and Flatulence, and at the same time imparts vigor to the atomach, improves the appetite, and side digestion. To the nervous invalid and sloo the interface seeking to reform, it is of the greatest value; its soothing and sustaining power or the nervous system will enable many to reform who would otherwise fall from nervous prostration and want of strength. Travelers, Farmers, and others exposed to inclement weather, should always carry it with them. It protects the body from colds, and from the effects of variable climate and diet. It is unequaled as a Touic in recovery from fevers and exi austing sickness, and is especially valuable to the aged and feeble. We feel confident that after a trial of this remedy no person will ever want to be without it. PARKER'S GINGER TONIC.

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We also have on hand second hand Carriages. Wagons, a.c., that we will sell at reasonable prices, GIVE US A CALL. We are all experienced hands in our different

lepartments, and guarantee all our work. june2177 gg FAHRNAM, WOLF & PINKLEY.

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Three Doors West of St. Cloud Entrance. Coats, Cloaks, Shawls, Panis, Vests, Dresses, and all sorts of garments cleaned upon short notice, and made to look as well as new.

Woolen garments colored a beautiful black.
All work promptly done at reasonable rates, Clothes left on my hands will be forfeited at the end of three months.

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Coach Trimmings, Harness Trimmings, Furniture Trimmings, Coffin Trimmings, Mechanics' Tools, Farming Implements, Shoe Makers' Findings. JRON AND STEEL. Garden Seeds.

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B. Vernon, 7.41a.m.

Millersburg, 5.24a.m. 10,83 "

Orrville, 655 " 12,50p.m.

Cilinton, 7,27 " 2,46 "

Akron, 8,66 " 11,57a m 3,55 "

Cuyah'a Falla, 8,23 " 12,14m 3,50 "

Hudson, 8,47 " 12,41 " 5,20 "

Cleveland, 10,25 " 1,55 " 7,20 " Leave Mt. Vernon,
"Millersburg,
"Orrville,
"Clinton Arr. Cleveland, GOING SOUTH. 8 50a.m. 5,24 10,00 " 6,41 11,40 " 8,80a.m. 6,36 12,50p.m. 9,50 " 7,05 3,25 " 10,12 " 8,13 7,13 " 10,32 " " Hudson,
" Cuyah'a Falls,
Arr. Akron,
Leave Clinton,
" Orrville,
" Millerburg " Millersburg, Arr. Mt. Vernon,

MASSILLON BRANCH, NORTHWARD.

6.42 a. m. Leave Massillon, Arrive 7,51 p m.
6.67 " Millport, " 9,25"
7,16 " Canal Fullon " 7,10 "
7,21 " Clinton, " 6,55 " Miliport, "Canal Fulton "Clinton, " G. A. JONES, Superintendent. E. MIZE, Gen. Ticket Agt.

MARIETTA, PITTSBURG AND CLEVELAND BAILWAY. Office of MASTER OF TRANSPORTATION. Connections and Time Table in effect May 18th, 1877.

GOING BOUTH. GOING NORTH. 6,58 p. m. Arrive...CANTON....... 6 20 " Massilion...... 5,20 " Alliance...... 6 20 " 5 20 " 3 65 " 1 10 " 11 44 s. m. 1 03 p. m. 1 130 " Bayard "
Canal Dover...
N. Comerst'n "
Coshocton Arriv e 8,48 a. m. 4.14 " 8,28 p. m. 4,10 " 8,45 " 10,00 " 5,00 a.m Dresden Kimbolton.... Kimbolton. Cambridge... Zanesville... Newark. Columbus... Pt. Plessant. Cumberland. Caldwell... Dexter... Warner.... Marietta.... Parkersburg... 10.40 a. m. 11,50 " 1,00 p. m. 3,00 " 8,00 10,07 a. m. 12,40 p. m. 9,34 a. m. 8,36 " 8,24 " 7,20 " 5,30 " 6,00 mm. 5,30 m 5,86 m 6,04 m 7,35 m 9,14 m

Glose connections made at Dover with the C. & P. R. R., and the C. T. V. & W. Ry., at New Comerstown with the P. C. & St. L. Ry.; at Cambridge with the B. & O. R. R.; at Point Pleasant with the E. O. E. R.; at Marietta with the Marietta and Cincinnati R. R. for Belpre, Parkersburg, Athens, Hamden, Portsmouth, Chillicothe and the West. Also with the Muskingum River and the Ohio River Packets. River Packets.

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RAILROADS.

PITTEBURGH, FORT WAYNE AND CHICAGO RAILWAY. Condensed Time Card—June 24, 1877.

TRAINS GOING WEST. STATIONS. | EX. NO. 1 | EX. NO. 7 | EX. NO. 3 | NO.5 mas Pilisburgh, 11,45p.m. 9,60a.m. 1,50p.m. 6,00 a.m. Rochester, 12,53 " 10,15 " 2,8 " 7,48 " 7,48 " Alhance 3,10 a.m. 12,50p.m. 5,35 " 11,00 " CANTON 8,63 " 1,34 " 6,20 " 11,50 " Orreille 4,46 " 2,30 " 7,12 " 12,55p.m. Mansfield 7,90 " 4,40 " 9,25 " 3,11 " Crestline, a 7,30 " 5,15 " 9,45 " 3,50 " Crestline, d 7,50 " 5,45 " 11,15 " 1

TRAINS GOING EAST, STATIONS. | HX. NO. 4 | HX. NO. 2 | HX. NO. 6 | N. S. Mail

Trains Nos. 3 and 6 run daily. Train No. 1 leaves Pittsburgh daily except Saturday. Train No. 4 leaves Chicago daily, except Saturday, All others daily, except Sunday.

F. R. MYERS,

General Passenger and Ticket Agent.

Atlantic & Gt. Western RAILROAD.

Time Table Adopted May 13, 1877. HASTWARD, | No. 2, | No. 12. 9 55a.m. 9,40p.m 19,00p.m. 12,05a.m 1,29 " 1,12 " 9,15 " 1,50 " " Binghamton...... 12,26p.m. 10,53 " New York....... 7,20 " 6,500 " Boston....... 6,15a.m. 4,500 ... 7.20 " 6,50a.m 6.15a.m. 4,50p.m

WESTWARD.

STATIONS. NO. 1. | NO. 3. | NO. 5. | 11 29p.m | 10,59s.m | 5,55s.m | 127a.m | 11,57a.m | 7,24s.m | 1.19 | 12,52p.m | 8,49a.m | 1.45 | 1,16 | 9,97a.m | 2,45 | 2,35 | 10,25s.m | 3,-0 | 3,82 | 11,40s.m | 4,45 | 4,45 | 1,03p.m | 6,31a.m | 6,35 | 6,31a.m | 6,35 | 6,31a.m | 6,35 | 6,31a.m | 6,35 | 6,31a.m | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10,55 | 10 Dp. Salamanca . Jamestown.....
Union City.....
Meadville
Greenville Warren ... Ravenna Akron * Ashland. Mansfield. Ar. Chicago... Dp Gallon ...

Trains Nos. 3 and 12 on main line run daily.
Palace Sleeping Coaches on trakes No. 3 and
12, between Cincinnati and New York daily,
Hotel coach on trains 3 and 12 between Leavitisburgh and New York daily,
Connections at Mansfeld with Pittsburgh, Fort
Wayne and Chicago Bailroad; at Ravenna with
Cleveland and Pitsburgh Railroad; at Meadville,
Union and Corry for Oil Regions; and at James
town for Buffalo and Niagara Falls,
Close connections at Cincinnati with trains for
the South and West.
No "stop-over" allowed upon local tickets, Lo-No "stop-over" allowed upon local tickets. Lo-cal Passengers must purchase tickets to their first stopping place, and then repurchase from that point to destination.

W. B. SHATTUC, and Ticket Agt., Cincinnati, O. P. D. COOPER,

CLEVELAND, TUSCARAWAS VALLEY AND WHEELING RAILWAY.

On and after June 11th, 557, trains will arrive at send depart from stations framed below as follows. All trains run daily (Sundays excepted.) *Trains

TRAINS GOING SOUTH. STATIONS | EXP. | EXP. | ACC. Vial. S.&M.S.Ry Ly Toledo , 3,00am 10.10an Ly Cleveland. 4.10 4.25* 4.56* 5.08* 5.29 5.88 5.47 5.56 6.08 6.46 6.53* 7.07 7.17 7.55 8.02* 8.10 8.37 7,10am 7,85 8,00 8,28 8,38 9,16 9,50 10,10 10,39 11,05 11,35 11,35 11,35 12,25p 12,25p 12,25p 12,45 8,39 4,25 4,45 6,45 6,45 6,40 lack River. Elyria, (1) Fatterson. Hari's Grafion, (2) Belden Eharte, York, Medina, Lake, Seville, Russell, (3) Easton, 2,05 Silver Croek, 10,05* Warwick, (4) 10,10 Fulton, 10,18 Pauls, 10,28 Massillon, (5) 10,40 Navarre, 10,33 Navarre, Barr's Mills, Straburgh, 11,31 Dover, (6) 11,40 New Philad's 11,40 Teshen, 11,628 8,47 8,54* 9,01* 9,10 Tuscarawas, Ar Urichsville, 7 2.00 m Via M.P. & C. Ry Ar Marietta Cambridge

TRAINS GOING NORTH.

2.55am

2,35

ViaP.Cast.L.Ry

Zanesville Steubenville

STATIONS. EXP. EXP. ACC. VinP.C.&St L.Ry Lv Stenbenville 1.14am 10.12am Zanesville Coshocton 11,05 Via M. P.& C.Ry Ly Marietta Cambridge 7,20am 10,46 Ly Urichsville, 7 5,80em
5,85e*
2,50am
5,85e*
2,58s*
5,61
8,18
6,00
8,22
6,15
8,40
6,27
8,53
6,62
4,04*
6,43
4,10
7,18
4,40
1
7,18
4,40
1
7,18
4,62
1
7,18
4,62
1
7,18
4,62
1
7,18
5,06*
1
7,48*
5,06
1
7,48*
5,06
1
8,08
5,15
5,40
8,96
8,97
6,09
8,16
6,27
9,05
6,65
9,40*
7,62*
9,48*
7,10*
10,10
7,20
10,25*
10,25*
7,40pm Tuscarawas, Goshen, New Philad'a Dover, (6) Strasburgh, Barr's Mills, Justus, Navarre, Massillon, (5) Easton, Russell, (3) Lake, Medina, Medina, York, Eharte, Beiden, Grafton, [2] Hart's, Patterson, Eleria, [1] Edison, Eharte, 8,00
Beiden, 9,05
Grafton, [2] 9,25
Hart's, 9,40*
Patterson, 9,68*
Rieria, [1] 10,10
Edison, 10,25*
r Black River, 10,45 Ar Cleveland, 10,25am 7,55pm Ar Toledo 8,05pm 11,40

Coaches are run to and from Cieveland without change Only one change between Cleveland and Marietta, via Canal Doyer. Trains run by Oce-CONNECTIONS.

(i) At Elyris with L S & M S R'y for the west;\/
(2) At Grafton with C C C & I R'y for Wellington, Crestlante, Columbus, &c.
(3) At Eussell with A & G W R'y for Ashland, Burbank, Wadsworth, Mansfield and intermedi-(4) At Warwick with C Mt V & C R'y for Orville
Akron and Mt Fernon.
(5) Massillon P R W & C R'y for Ganton, Wooster, &c.
(6) At Dover, M P & C R'y for Cambridge, Marketta, Perkemburg, and intermediate points.
(7) Uricksville with P C & St L E'y Sten-Sozbenville, Coshocton, and Zanesville, L. HOLDEN. W. L. HOLDEN,